Glossary

Section I

ACRONYMS AND ABBREVIATIONS

A	adjacent (in formula)
AAC	Army approach control (nonradar)
AAF	Army airfield
AAS	airport advisory service
ABCCC	airborne battlefield command and control center
AC	arrival control
A^2C^2	Army airspace command and control
ACA	airspace control authority
ACC	airspace control center
ACM	airspace control measure
ACO	airspace control order
AD	air defense
ADIZ	air defense identification zone
adj	adjacent
AF	Air Force
AFCC	Air Force Component Commander
AFFS	Army flight-following service
AGC	automatic gain control
AGL	above ground level
AHP	Army heliport
AIG	address indicating group
AIM	Airman's Information Manual
AIT	advanced individual training
AMC	airspace management center
AME	airspace management element
AMLS	airspace management liaison section
ANSI	American National Standards Institute
AP	approach control
aprch	approach
AR	Army regulation
ARAC	Army radar approach control
ARNG	Army National Guard
ARR	arrival
ARTCC	air route traffic control center
ARTEP	Army training and evaluation program
ARTS	Automated Radar Terminal Systems
ASGD	assigned
ASI	additional skill identifier
ASR	airport surveillance radar

ASRT	air support radar team
ATA	airport traffic area
AT&A	air traffic and airspace
ATC	air traffic control
ATCA	Air Traffic Control Association
ATCRBS	Air Traffic Control Radar Beacon System
ATCS	air traffic control specialist
ATCT	airport traffic control tower
ATIS	automatic terminal information service
ATO	air tasking order
ATS	air traffic services
ATTN	attention
AVN	aviation
AWACS	Airborne Warning and Control System
AWS	air weather service
AWSR	air weather service report
bn	battalion
BTL	beacon tracking level
c	cargo; concepts
C^2	command and control
CA	conflict alert
CBO	callback only (responsibility code)
CD	clearance delivery
CDT	cumulative downtime
cert	certification
CEXAM	concepts (theory) examination
CG	commanding general
CI	coordinator
CIC	controller-in-charge
co	company
COMAFFOR	Commander, Air Force Forces
comp	completed
CONUS	continental United States
CRC	control and reporting center
CRP	control and reporting post
CTO	control tower operator
DA	Department of the Army
DAC	Department of the Army civilian
DARR	Department of the Army regional representative
dB	decibel
DBRITE	digital bright radar indicator tower equipment
DC	departure control
DDMMYY	day, month, year
DEP	departure
dir	director
DME	distance measuring equipment
DMOS	duty military occupational specialty

DOD	Department of Defense
DSN	defense switching network
DSO	data systems officer
DSS	data systems specialist
DTM	digital terrain map
DTS	date training starts
E	equipment; enlisted
EDA	estimated date of arrival
EDR	estimated date of return
emerg	emergency
emg	emergency
EML	emergency manning level
EOD	explosive ordnance disposal
ETA	estimated time of arrival
ETS	expiration term of service
EUSA	Eighth United States Army
EXP	experience
F	Fahrenheit; failed
FAA	Federal Aviation Administration
FAC	forward air controller
FACP	forward air control post
FAR	Federal Aviation Regulations
FC	full certification for complete system (responsibility code)
FCC	Federal Communication Commission/flight coordination center
FD	flight data
FF	flight following
FIC	full installation certification (responsibility code)
FIN	final
FIR	facility inspection responsibility (responsibility code)
FLIP	flight information publication
flt	flight
FM	field manual
FOC	flight operations center
fol	following
FS	full stop
FSCL	fire support coordination line
FSS	flight service station
ft	foot
FTM	facility training manual
FTP	facility training program
FTX	field training exercise
G3	Assistant Chief of Staff, GS (Operations and Plans)
GC	ground control

GCA	ground-controlled approach
gd	grounding
gen	general
GS	General Schedule
HAL	height above landing area
HAT	height above terrain
hdbk	handbook
HIDACZ	high density airspace control zone
HQ	headquarters
I	interim
ICAO	International Civil Aviation Organization/ International Civil Aeronautical Organization
ID	identification
ident	identification
IFF	identification, friend or foe (radar)
IFR	instrument flight rules
ILS	instrument landing system
IMC	instrument meteorological conditions
improv	improvement
init	initials
L	local
LA	low approach
LC	local control; limited certification (responsibility code)
LDA	localizer type directional aid
LO	liaison officer
LOA	letter of agreement
LOC	localizer
lv	leave
LWO	limited weather observation
LZ	landing zone
MA	missed approach
MACOM	major Army command
maint	maintenance
MARKS	Modern Army Record-Keeping System
MDA	minimum descent altitude
MED	medical
meth	method
MHz	megahertz
MI	middle initial
MIJI	meaconing, intrusion, jamming, interference
MMA	minimum maneuver area
MOA	military operations area
MOS	military occupational specialty
MRA	minimum reception altitude
MSA	minimum safe altitude

MSAW	minimum safe altitude warning
MSL	mean sea level
MVA	minimum vectoring altitude
N	north
NAS	National Airspace System
NAVAID	navigational aid
NCO	noncommissioned officer
NDB	nondirectional radio beacon
NM	nautical mile
no	number
NOE	nap of the earth
NOTAM	notice to airmen
NSN	national stock number
NTRN	nonresident training
NVG	night vision goggles
NVS	night vision systems
NWS	National Weather Service
0	opposite (in formula)
OCONUS	outside continental United States
OJT	on-the-job training
OPM	Office of Personnel Management
ops	operations
OTS	out of service
ov	observation vehicle
P	proficiency; performance; passed
PAM	pamphlet
PAR	precision approach radar
PAT	pattern
PC	prior certification
PCS	permanent change of station
PEXAM	performance examination
plt	platoon
PMCS	preventive maintenance checks and services
PMOS	primary military occupational specialty
POI	program of instruction
POL	petroleum, oil, and lubricants
PQ	position-qualified
PZ	pickup zone
Q	qualification
qual	qualification
R	remedial; record; reproducible
RAPCON	radar approach control facility, United States Air Force
R-AST	regular workload assistance as assigned by supervisor (responsibility code)

R-ASTCS	regular workload and/or callback as assigned by supervisor (responsibility code)
RATCF	radar air traffic control facility, United States Navy
RCO	remote communication outlet
RDP	radar data processing
reclas	reclassification
reg	regulation
req	request
rev	revision
RF	radio frequency
RPI	runway point of intercept
RPV	remotely piloted vehicle
RS	record-special
RT	radar tracking
RTRN	resident training
RTS	return to service
RVR	runway visual range
RWA	regular workload assignments (responsibility code)
RWCS	regular workload and callback responsibility (responsibility code)
S	special
SAR	search and rescue
SARSAT	search and rescue satellite
sat	satisfactory
Sat	Saturday
SAVES	safe aviation via exceptional service
SB	supply bulletin
SCATANA	security control of air traffic and air navigational aids
SD	special duty
SDF	simplified directional facility
SID	standard instrument departure
SIF	selective identification feature
sig	signal
simul	simulated
SOI	signal operation instructions
SOP	standing operating procedure
SPC	specialist
SS	shift supervisor
SSC	subsystem certification (responsibility code)
SSG	staff sergeant
SSN	social security number
STAF	duties as assigned by facility maintenance chief (responsibility code)
Sun	Sunday
supv	supervisor
SVFR	special visual flight rules

T	trainee; tangent (in formula)
TACAN	tactical air navigation
TACC	tactical air control center
TACP	tactical air control party
TACS	tactical air control system
TACT	tactical aviation control team
tan	tangent
TAPS	tactical approach publications system
TATC	tactical air traffic control
TB	technical bulletin
TC	training circular
TDA	table(s) of distribution and allowances
TDY	temporary duty
TDZE	touchdown zone elevation
TEMOD	test equipment modernization
TERPS	terminal instrument procedures
TG	touch-and-go
TM	technical manual
TMDE	test, measurement, and diagnostic equipment
tng	training
TOC	tactical operations center
TOE	table(s) of organization and equipment
TRACON	terminal radar approach control (FAA)
TRADOC	United States Army Training and Doctrine Command
TRI	tower radar indicator
T/SIP	tactical/standard instrument procedures
TTE	training time extended
TTR	training time resumed
TTS	training time stopped
TVO	tower visibility observation
TVOR	terminal VHF omnidirectional range station
TWR	tower
UH	utility helicopter
UHF	ultrahigh frequency
unk	unknown
unsat	unsatisfactory
US	United States (of America)
USAASD-E	United States Army Aeronautical Service Detachment Europe
USAATCA	United States Army Air Traffic Control Activity
USAAVNC	United States Army Aviation Center
USAF	United States Air Force
USAR	United States Army Reserve
USMC	United States Marine Corps
USN	United States Navy
UTC	Coordinated Universal Time
VFR	visual flight rules
VHF	very high frequency

VIP	very important person
vis	visibility
VMC	visual meteorological conditions
VOR	very high frequency omnidirectional range
VORTAC	collocated VOR and TACAN
VSWR	variable standing-wave ratio
VTOL	vertical takeoff/landing
WG	wage grade
WX	weather

Section II

DEFINITIONS

Airborne Battlefield Command and Control Center The ABCCC is an airborne command and control element manned by a battle staff commander; aircraft and weapons controllers; and operations, intelligence, and communications specialists. It provides the capability to control tactical air operations in forward battle areas that are sometimes beyond the range of ground-based TACS elements. Its primary function is to serve as a direct extension of the TACC current operations division. The ABCCC also can provide limited nonradar control of aircraft proceeding to and from designated target areas in the combat zone.

Airborne Warning and Control System The AWACS is an airborne radar platform that can provide all-altitude surveillance, warning, and aircraft control. AWACS operations will vary with the nature of the threat and the tactical missions being conducted. In locations where a ground TACS is present. AWACS will augment or extend the range of the control and reporting center. In the absence of ground TACS elements, the AWACS can operate autonomously to provide radar surveillance and airspace control in a combat zone as directed by the AFCC or COMAFFOR.

Air Carrier The air carriers are civil aircraft that are certified to operate and serve the public interest by transporting people and cargo for scheduled and unscheduled operations.

Airport Advisory Service The AAS is a service provided by some airfield operations that are not served by a control tower; for example, no tower, a tower not in operation, or a closed part-time tower. This service provides advice and information to arriving and departing aircraft. The information consists of wind direction and speed, favored runway, altimeter setting, pertinent known traffic, pertinent known field conditions, airfield and heliport taxi routes and traffic patterns, and

authorized instrument approach procedures. This is advisory information and does not constitute an ATC clearance.

Airport Surveillance Radar The ASR is the approach control radar that is used to detect and display an aircraft's position in the terminal area. It provides range and azimuth information but does not provide elevation data.

Airspace Control Airspace control is a service provided within the combat zone to maximize combat effectiveness by promoting safe, efficient, and flexible use of airspace. Airspace control permits flexibility of actions in controlled airspace. Authority to approve, disapprove, or deny combat operations is vested only in the joint force commander.

Airspace Control Area An airspace control area is the basic geographical element of an airspace control system. Airspace control within an airspace control area will normally be provided by the ACA as an integrated systems operation. The ACA plans and coordinates airspace operations using appropriate facilities of service component commanders who can effect airspace control. The ACA will have the necessary personnel, staff, and equipment for the required service. Representation from appropriate service components will be provided to the ACA.

Airspace Control Authority The ACA is a service component commander who is designated by the joint force commander to plan and coordinate airspace control matters. The ACA is also responsible for the operation of the airspace control system in the airspace control area. As used in this publication, the airspace control authority is the AFCC or the COMAFFOR.

Airspace Control Boundary The airspace control boundary is the lateral limits of an airspace control area, airspace control sector, airspace restriction, or high-density airspace control zone.

Airspace Control Center The ACC is an element within the TACC that includes component service liaison. It plans and establishes rules and procedures for the coordinated and integrated use of airspace by all component forces.

Airspace Control Facility The airspace control facility is any of the several service component facilities that provide airspace control in the combat zone. As used in this publication, airspace control facilities include the ACC, AMC, ATC facilities, AMEs, air defense command posts, and other elements of the TACS.

Airspace Control Order The ACO is a document that details all approved airspace requests. It will complement the ATO cycle and serve as the one planning document for airspace considerations.

Airspace Control Sector The airspace control sector is a subdivision of the airspace control area. The airspace control authority designates the sector considering service component airspace control capabilities and requirements.

Airspace Control System The airspace control system consists of the organization, personnel, facilities, policies, and procedures required to prevent collisions between aircraft, aircraft and obstructions to flight, and aircraft and surface-launched weapons. It contributes to combat effectiveness by promoting safe, efficient, and flexible use of airspace.

Airspace Management Airspace management is the coordination, integration, and regulation of the use of airspace of defined dimensions.

Airspace Management Center The AMC is an element within a control and reporting center that includes component service liaison. It is responsible for continuous coordination, regulation, and integration of component services' air operations according to the coordinated rules and procedures established by the ACC.

Airspace Management Element The AME is an element within the corps and division TOC operating under the staff supervision of the G3. It accomplishes airspace management functions among Army airspace users and with other services. The AME is a manual planning and management element that has limited information-handling capabilities. The manning of the AME should include an air defense officer, an aviation officer, and operations and clerical support personnel. The AME determines how the commander's airspace requirements can best be met. User activities and requirements differ between the division area and corps rear area. Consequently, AME functions also will differ. The AME coordinates the use of airspace, Army air defense artillery operations, and Army air traffic. It also provides information on aviation status, recommends the allocation and reallocation of Army aviation resources, and provides intelligence obtained through air defense channels.

Airspace Management Liaison Section The AMLS is an agency staffed with representatives from all involved service components. It is responsible to the ACA for planning, coordinating, and integrating activities related to airspace control.

Airspace Restricted Area An airspace restricted area is an airspace of defined dimensions designated by the ACA in response to specific operational situations and requirements. Within this airspace, the flight of aircraft is restricted according to certain specified conditions.

Airspace Restrictions Airspace restrictions are special restrictive measures applied to segments of airspace of defined dimensions.

Air Support Radar Team The ASRT is a mobile unit equipped with precision radar that provides all-weather guidance for tactical strike aircraft on attacks against ground targets. It also may be used to position reconnaissance and tactical airlift aircraft over predetermined coordinates.

Air Tasking Order The ATO is the document that implements tactical air support. It tasks assigned and attached units to accomplish specific missions to support the objectives of the joint force commander. The ATO is published daily by the Combat Plans Division of the TACC and provides sufficient detail to enable mission aircrews and TACS elements to execute assigned missions.

Air Taxi This term is used to describe helicopter or VTOL aircraft movement conducted above the surface. However, air taxi movement is not normally above 100 feet AGL. The aircraft may proceed either via hover taxi or flight at speeds of more than 20 knots. The pilot is solely responsible for selecting a safe airspeed and altitude for the operation being conducted.

Air Traffic Identification Air traffic identification is the use of electronic devices, operational procedures, visual observation, and flight plan correlation to identify and locate aircraft flying within the airspace control area.

Approach Clearance Approach clearance is the authorization by ATC for an aviator to conduct an instrument approach. When it is required, the type of instrument approach or other pertinent information is provided in the approach clearance.

Army Approach Control (Nonradar) The AAC is an air traffic control facility that is located at a US Army airfield or heliport. It provides approach control service without the use of radar.

Army Flight-Following Service The AFFS is a fixed-base facility that is normally employed in a noncombat support role. It provides flight-following and advisory services in the interest of flight safety.

Army Tactical Control Facilities The Army tactical control facilities are a network of FOCs, FCCs, approach and departure control facilities, control towers, and NAVAIDs. They are provided throughout an area of operations for the control and coordination of Army air traffic. The AMLS at the TACC and CRC arranges for the integration of Army ATC facilities with other service components' control facilities. Coordination of Army air traffic with other service components' air traffic and integration of Army air traffic into and out of division areas is normally accomplished by these facilities. Control functions vary from the facility's surveillance and "advisory-only" aspects of a monitoring service to one of positive air traffic separation provided under the concept of positive control. These facilities provide the required Army en route and terminal services; these services should not duplicate those that can be provided by the facilities of other service components *or* of the host country.

Automated Radar Terminal System II ARTS II is a programmable, nontracking, computer-aided display subsystem that is capable of modular expansion. ARTS II provides a level of automated ATC capability at terminals having low-to-medium activity. Flight identification and altitude may be associated with the display of secondary radar targets. Flight plan information may also be exchanged between the terminal and the ARTCC.

Automated Radar Terminal System III ARTS III is the BTL of the modular, programmable, automated radar terminal system in use at medium-to-high activity terminals. ARTS III detects, tracks, and predicts secondary radar-derived aircraft targets. These are displayed by computer-generated symbols and alphanumeric characters depicting flight identification, aircraft altitude, ground speed, and flight plan data. Although ARTS III does not track primary targets, the targets are displayed by symbols and alphanumeric characters coincident with the secondary radar. ARTS III can communicate with ARTCCs and other ARTS III facilities.

Automated Radar Terminal System IIIA ARTS IIIA, an enhancement of the ARTS III, is the RT and BTL of the modular, programmable, automated radar terminal system. ARTS IIIA detects, tracks, and predicts primary, as well as secondary, radar-derived aircraft targets. This more sophisticated computer-driven system will upgrade the existing US Army ARTS III system. ARTS III will provide improved tracking, continuous data recording, and fail-safe capabilities.

Certification Certification is the technical verification that the system/subsystem/equipment is providing the required or advertised services to the user (air traffic personnel or the

aviation community) subsequent to commissioning. The verification is followed by the prescribed written entry in the official facility maintenance log. Certification includes the independent determination as to when the system/subsystem/equipment should be either continued in or removed from service.

Certification Authority This authority consists of the appropriate documentation in the certification and training records of the satisfactory completion of the theory and performance requirements per the directive on the pertinent system/subsystem/equipment. The certification authority may be exercised only after the assignment, in writing, of specific responsibilities in the certification/training records.

Certification Personnel These personnel possess the necessary minimum knowledge and skills to determine the operational status of certain systems/subsystems/equipment.

Certification Record DA Form 3479-9-R is the certification and related training record.

Certification Responsibility This responsibility consists of the accountability for determining and documenting the operational status of specific systems/subsystems/equipment in the official facility maintenance log.

Certified Personnel These individuals are ATC maintenance personnel who are authorized to certify the operational status of certain systems/subsystems/equipment.

Civil Operations These operations are conducted by other than military aircraft.

Control and Reporting Center The CRC is an element of the TACS from which air defense, radar control, and warning operations are conducted within its area of responsibility. The CRC supervises the activities of subordinate units and collects, displays, evaluates, and disseminates information on the air activities throughout the TACS. The CRC provides defensive and offensive mission control, navigational and air rescue assistance, and threat warning for friendly aircraft. The CRC provides the means for air traffic regulation and identification coordination of air defense activities. It is the primary control agency in the airspace control area or sector.

Control and Reporting Post The CRP augments the CRC by extending radar surveillance and control capabilities. When the CRC is not operational or is directed otherwise, the CRP assumes the primary functions of a CRC, including the AMC and AMLS functions, within its capabilities. The CRP functions as an airspace control facility in an airspace control sector.

Controller A controller is a person authorized to provide ATC service.

Coordinating Altitude Coordinating altitude is an airspace management procedure used within airspace of defined dimensions. It is designed to reduce conflict between fixed-wing and rotary-wing aircraft.

Currency Currency signifies that a person has met all the requirements for performing the duties associated with a particular facility rating.

Day and Night Activity Day activity is defined as aircraft activity that is conducted between 0700 to 2200 local time. Night activity is defined as aircraft activity that is conducted between 0001 to 0700 and 2200 to 2400 local time. (This satisfies a requirement to obtain noise abatement data.)

Direct (One-on-One) Supervision Direct supervision is provided by a facility-rated, current controller who is assigned to a control position with an individual who is not position-qualified or current at that control position.

Examiners These individuals are ATC maintenance personnel who are designated, in writing, to monitor and conduct examinations.

Facility A facility is an ATC facility, its personnel, equipment, and structures that provide ATC services such as control tower, approach control (radar or nonradar), GCA, AFFS, FOC, or FCC .

Facility Rating A facility rating is an endorsement on a CTO or an ATCS certificate that signifies that the applicant has demonstrated the competence, qualifications, and skills required to control air traffic at a given location. A certificate, along with the rating, is issued to the applicant to confirm the rating and grant certain privileges. It may prescribe certain limitations according to the Federal Aviation Act, FAR, and Army regulations.

Final ASR A final ASR is an instrument or visual approach wherein the air traffic controller issues instructions to the pilot. The instructions are based on the aircraft position in relation to the final approach course (azimuth) and the distance (range) from the end of the runway as displayed on the controller's radar indicator.

Final PAR A final PAR is a PAR approach wherein the controller issues instructions to the pilot. Instructions are based on the aircraft position in relation to the final approach course

(azimuth), the glide slope (elevation), and the distance (range) from the touchdown point on the runway as displayed on the radar indicator. This count shall also be used to record radar-monitored, nonradar approaches such as ILS approaches.

Flight Coordination Center An FCC is an ATC facility that is used in the corps/division area to extend the radar coverage of the FOC. An FCC may also provide flight-following services and air warning advisories and assist in search and rescue operations.

Flight Operations Center The FOC is the corps-level ATC facility responsible for the control of en route air traffic within the designated airspace. The FOC may also provide flight-following services and air warning advisories and assist in search and rescue operations.

Foreign Aircraft Foreign aircraft are aircraft of other than US registry.

Forward Air Controller The FAC is a member of a TACP and may operate from airborne or ground positions. He controls close air support aircraft and integrates air strikes with the fire and maneuver of supported ground forces. The FAC maintains contact with the strike aircraft, other TACS elements, and the appropriate fire support coordinator or ground commander. His airspace functions include the coordination of air attacks with artillery and the appropriate aviation elements of the supported force in the target area.

Forward Air Control Post The FACP is a subordinate facility of the CRC or CRP. It consists of lightweight surveillance and control radar to extend system coverage, fill gaps, and provide a limited extension of the control capability. The FACP is the preferred ancillary control unit because of its mobility. The FACP functions as an airspace control facility in an airspace control sector.

GCA Radar Vector (Pattern) This radar service is for the purpose of observing or directing the flight path or route over which an aircraft transits. The air traffic controller issues instructions for pilot compliance based on the aircraft position, known traffic or obstructions, and ultimate aircraft destination. These instructions include radar separation, altitude assignments, navigational guidance, and vectors to the final approach course.

General Aviation This is the portion of civil aviation that includes all facets of aviation except air carriers.

General Supervision General supervision is provided by the shift supervisor or CIC to ensure the efficient operation of the facility during his tour of duty.

Ground-Controlled Approach The GCA is a radar approach system operated from the ground by ATC personnel transmitting radio instructions to a pilot. The approach may be conducted with ASR only or with both surveillance and PAR. The use of the term "GCA" by pilots is discouraged except when they are referring to a GCA facility. Pilots should specifically request either a PAR approach when they desire a precision radar approach or an ASR or a surveillance approach when they desire a nonprecision radar approach.

High Density Airspace Control Zone An HIDACZ is airspace of defined dimensions (designated by the ACA) in which there is a concentrated employment of numerous and varied weapons. An HIDACZ may be established when the level and intensity of operations involving the use of airspace dictate the need for special airspace control measures to prevent or minimize interference between airspace users. When appropriate, airspace involving the concentrated employment of numerous and varied weapons will be designated an HIDACZ of defined dimensions wherein special airspace control measures for high density airspace use are to be implemented. The number of such zones may vary depending on the combat situation and the complexities of ATC in conjunction with fire support coordination.

Instrumented Airfield An instrumented airfield is equipped with electronic/visual NAVAIDs that can provide the aviator with a precision/nonprecision approach procedure that will terminate preferably with a straight-in landing.

Instrument Flight Rules Instrument flight rules govern the procedures for conducting instrument flight. The term “IFR” is also used by aviators and controllers to indicate the type of flight plan filed.

Instrument Meteorological Conditions IMC are meteorological conditions expressed in terms of visibility, the distance from clouds, and the ceiling. They are less than the minima specified for visual meteorological conditions.

Interim Certification This certification authority is granted to cover new systems/subsystems/equipment pending establishment of a mandatory certification date or conversion to regular certification. The certifier may nominate for interim certification those individuals who have successfully completed resident, nonresident, or on-the-job training and are considered by the immediate

supervisor competent to certify the equipment. Interim certification may be granted if the technician has completed the theory examination but, because of the nonavailability of equipment, has not completed the performance examination. Their names will be forwarded for validation to Commander, USAAVNC, ATTN: ATZQ-ATC-MO, Fort Rucker, AL 36362-5265. Interim certification will not exceed 3 months and may not be granted to the same individual more that twice on the same system/subsystem/equipment within the same 12-month period. Interim certification will be converted to regular certification when theory and performance examinations have been completed.

Joint Facility A joint facility is an ATC facility wherein the division of operational responsibility is clearly defined between the Army and another agency.

Joint Force Commander The joint force commander provides the general priorities to be applied in airspace use with due regard for the requirements of all users. He assigns overall responsibility for airspace control over the combat zone to a service component commander who is designated as the ACA. Normally, this will be the Air Force component commander. In certain circumstances, such factors as combat air assists, primary mission, and requisite airspace control capabilities may require that another service component commander be designated the ACA.

Mandatory Certification Date This is the date that a technician must obtain specific system/subsystem/equipment certification. This determination is set forth in the guidance of the Facility Maintenance Training Program, which is developed and coordinated with the USAAVNC with Aviation Branch approval. A waiver may be granted by USAATCA, Fort Rucker, Alabama, when there are unusual circumstances.

Military Aircraft Military aircraft are rotary-wing and fixed-wing airframes under the jurisdiction of the US military, foreign military, or US Coast Guard.

Minimum Risk Routes These are temporary routes of flight that are recommended for Air Force use. Minimum risk routes present the minimum known hazards to low-flying aircraft transiting the tactical operations area.

No-Gyro Approach/Vector A no-gyro approach/vector is a radar approach/vector provided in the event that the gyrocompass or directional gyro malfunctions. Instead of providing the pilot with headings to be flown, the controller observes the radar track and issues the control instructions “turn right/left” or “stop turn,“ as appropriate.

Nonprecision Approach Procedures A nonprecision approach procedure is a standard instrument approach procedure in which no electronic glide slope is provided: for example, VOR, NDB, ASR, LOC_1LDA, or SDF approaches.

Overflights Overflights are aircraft that receive Army ATC services while overflying or transiting that facility's area of responsibility.

Performance Examination An examination designed to test the ATC maintenance technician's proficiency by means of a practical hands-on demonstration on the particular system/subsystem/equipment.

Position Qualification Position qualification attests that an individual has mastered the knowledge and skills required to operate independently at a specific ATC operating position. It is one step in the process of obtaining a facility rating.

Positive Control Positive control is the operation of air traffic in a radar/nonradar control environment in which positive identification, tracking, and direction of aircraft within an airspace are conducted by an agency having the authority and responsibility therein.

Precision Approach Radar Approach A PAR approach is a precision instrument approach wherein the air traffic controller issues guidance for aviator compliance. The instruction is based on the aircraft's position in relation to the final approach course (azimuth), the glide slope (elevation), and the distance (range) from the touchdown point on the runway as displayed on the controller's radar scope.

Procedural Control Procedural control is a type of airspace control that is accomplished by nonelectronic means.

Qualified Controller A qualified controller is a facility-rated controller or one who is position-qualified on one or more controller positions.

Radar Approach A radar approach is an instrument approach procedure that uses PAR or ASR.

Radar Approach Control Facility A RAPCON is a terminal ATC facility that uses radar and nonradar capabilities to provide approach control services to aircraft that are arriving, departing, or transiting airspace controlled by the facility; for example, VFR and IFR aircraft and, on occasion, en route aircraft. A RAPCON provides radar ATC services to aircraft operating in the vicinity of one or more civil/military airports

in a terminal area. The facility may provide the services of a GCA such as ASR and PAR approaches. A radar approach control facility may be operated by the FAA, USAF, US Army, USN, or USMC or jointly by a military service and the FAA. Specific facility nomenclatures are used for administrative purposes only. They are related to the physical location of the facility and the operating service as follows: ARAC (Army), RATCF (Navy/FAA), RAPCON (AF/FAA), TRACON (FAA), and only those ATCTs (FAA) delegated approach control authority.

Rear Operations Area The rear operations area is that area behind the tactical operations rear boundary where airspace control is more definitive. Dimensions are as directed by the joint force commander.

Special Visual Flight Rule Operations SVFR operations are conducted by those aircraft that are operating according to clearances within control zones in weather conditions that are less than the basic VFR weather minima. Such operations must be requested by the aviator and approved by ATC.

Standby Equipment Standby equipment is standby/dual-channel radar, NAVAID, or ATC communications equipment that can provide the identical service of the primary equipment. This equipment must be spot-checked to ensure that it is functioning in a manner equal to the primary equipment (TM 95-225).

Tactical Air Control Center The TACC is the control center of the TACS. The TACC is dedicated to and operationally responsive to the AFCC/COMAFFOR for airspace control, ground target-sensor surveillance, air support coordination and control, and air strike coordination and control. Through the TACC, the AFCC/COMAFFOR permits decentralized execution of air missions by subordinate TACS elements to promote mission effectiveness and enhance responsiveness.

Tactical Air Control Party The TACP requests, coordinates, and controls tactical air support for ground forces. It also advises and assists ground commanders and meets other related tactical air support special requirements of individual ground force echelons. TACPs above brigade do not normally perform the FAC function.

Tactical Operations Area The tactical operations area is that area between the FSCL and the rear operations area where maximum flexibility in the use of airspace is needed to assure mission accomplishment. The rear boundary of the tactical operations area should normally be at or near the rear boundary of the frontline divisions.

Temporary Airspace Restrictions Temporary airspace restrictions may be imposed on segments of airspace of defined dimensions in response to specific situations and requirements. Examples of these are SAR; air refueling areas; artillery, mortar, and naval gunfire support; concentrated interdiction areas; and areas that the Army air defense commander has declared weapons-free.

Theory of Operation Examination The theory of operation examination is the written examination used to verify a knowledge level equivalent to that of a graduate of resident training or required to assume full maintenance responsibility for the system/subsystem/equipment. Successful completion of the examination indicates the examination has met the theory requirements of the corresponding equipment.

VFR Operations VFR operations are conducted according to visual flight rules.

Visual Flight Rules VFRs govern the procedures for conducting flight under visual conditions. The term VFR is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. It is also a term used by pilots and controllers to indicate the type of flight plan.

Visual Meteorological Conditions These are meteorological conditions that are expressed in terms of visibility, cloud distance, and ceiling. VMC are equal to or better than the specified minima.